

MUST RUN MORE CARS

Railroad Board's Order to Manhattan Co.

RUSH HOUR SERVICE ALL DAY

And a Middle Track Where Now There Is None.

The Jan. 12, and Every Month for Three Months 100 Cars Must Be Added to the Company's Equipment—Places for 14,000 More Passengers—Third Track to Be Extended on Three Avenues.

The State Railroad Commission gave out last night at the Fifth Avenue Hotel a formal order to the Manhattan Railway Company, directing it to make a change in its elevated railroad service at once and add certain improvements to its equipment as soon as they can be made.

The change in service on the road, which the board orders shall go into effect not later than Jan. 12, is the running of as many trains all day as are now maintained in the rush hours, which is practically the fullest possible service. Furthermore, the company is ordered to add to its present equipment 300 cars each seating forty-eight persons before April 1 and to take immediate steps to extend the third, or middle, track to the entire length of the Second, Third and Ninth avenue lines. The order follows:

BEFORE THE BOARD OF RAILROAD COMMISSIONERS OF THE STATE OF NEW YORK, AT THE CAPITAL, ALBANY, JAN. 2, 1903.

Present: COM. ASHLEY W. COLE, President. COM. FRANK M. BAKER, Vice-President. COM. GEORGE W. DUNN, Secretary.

In the matter of the petition of the Manhattan Railway Company, filed for the purpose of having the public use of the Manhattan Railway.

On Dec. 30 last this board held a public hearing at the City Hall, New York, in the matter of complaints against the Manhattan Railway as to the number of cars and trains operated by it. William F. King and others represented the Merchants' Association of New York, which had filed with the board a resolution on the subject. Charles A. Gardner and Alfred Skitt represented the company. Subsequently the board obtained further information from the company in relation to the operation of its cars.

The overcrowding of the cars of this company in the so-called rush hours has become so onerous and intolerable to the public that it can no longer be endured. It is also true that crowding of the cars in the rush hours should be obviated. The board believes that by the operation in the non-rush hours of the largely increased train service hereunder provided for many passengers, the overcrowding of the cars in the rush hours will be relieved. The board orders that the company shall operate in the time bordering the rush hours and thus relieve the situation when those are traveling who must travel at that time.

It has become apparent in this investigation that the company has not as many cars as it should have to handle the traffic that it carries, and the board has determined that it is impracticable for the company to procure more cars than the number of cars stated. The board has also determined that the enormous demand made upon the traffic facilities of the company, as is shown by the fact that the increase in the number of passengers carried in 1902 over the traffic of 1901 was 25,215,004, the totals being in 1901 160,043,741 and in 1902 215,259,345 passengers. The average number carried daily, including Sundays, in 1902 was 590,732. But the astonishing growth only serves to emphasize the necessity for increased equipment and increased service.

From the information secured and from the board's knowledge after a careful personal examination of the operation of the Manhattan Railway, it appears in its judgment that changes in the mode of operating the railroad and additions to its rolling stock are "reasonable and expedient in order to promote the security, convenience and accommodation of the public."

The board deems that the following improvements and changes are proper, and therefore, directs that they be made by the Manhattan Railway to wit:

First—That all trains now operated in rush hours shall be put and kept in service from the beginning of the morning rush hour until midnight. The cars shall be scheduled between and after rush hours to be prepared by the railway company and filed with this board on or before Jan. 12, 1903. This direction is not intended to diminish the schedule and service now furnished by the railway company during any portion of the so-called rush hours.

Second—That during each of the months of January, February and March, 1903, there shall be added to the service 100 cars, each of a seating capacity for forty-eight persons. These cars when obtained shall be put into service with a view to increasing the accommodations at the capacity of the cars during the rush hours, on a schedule to be made and filed with this board. This will afford capacity for seating 4,800 passengers on each trip made by these cars. On this basis, by April 1 there will be in operation cars with seating room for over 14,000 passengers additional to the capacity of the present service.

Third—That the Manhattan Railway take immediate steps to construct a third track: (a) On Third Avenue, from Ninth street to Fifty-ninth street; (b) on Second Avenue, from Canal street to 125th street; (c) on Ninth Avenue, from Fourteenth street to Cortlandt street, so as to relieve the congestion in movement of trains and furnish additional transit facilities.

Fourth—That the records be kept to enable this board, through its inspectors, to supervise the carrying out of the foregoing requirements.

The directions and recommendations relating to operation, where not otherwise provided for as to time, shall be made effective by the company on or before Jan. 12, 1903.

By the board: ASHLEY W. COLE, Chairman. Board of Railroad Commissioners.

The order of the board has the force of law, except that in case of the refusal of the company to comply with its requirements it would be necessary to get an order from the Supreme Court before it could be enforced. The Railroad law provides that in case of the refusal of a railroad company to carry out the board's orders proceedings shall be instituted by the Attorney-General for the enforcement of them, providing they are reasonable in the opinion of the Court.

The board's order will be served on the Manhattan company to-day. It is the belief

of the board that the company will offer no opposition. One of the members said last night that the commission virtually had assurances to that effect.

Col. Ashley W. Cole said last night that the board was not through with its labors and that it might order further changes on the elevated. These would be for permanent relief. The commission will remain here until next Wednesday and on Monday will hold another public meeting in Brooklyn.

The board in studying the transportation problem has not confined its attention to the elevated railroads. In addition to having had a conference with Vice-President Skitt and other officers of the Manhattan last week the commissioners had a talk with President Vreeland and some of his assistants in the management of the Metropolitan lines. The next thing the board will do, it is expected, will be to issue an order for some changes on these lines, although it is not thought likely that they will be as extensive as those required of the Manhattan.

If the Manhattan company objects to any of the commission's requirements it might be expected to object to that regarding the extension of the middle track on the roads whose structure admits of it. When the company tried to do this on a part of its Third Avenue line some years ago property owners got out injunctions which have been upheld by the Court of Appeals. Only by the payment of the damages to property owners along the road probably could the company construct such a track where it has none now.

General Manager Skitt, when asked what the Manhattan company would do about the commission's order, said:

"I'm not a trainman. I have nothing to do with the trains." Smith, superintendent of the road, said he thought that the third-track idea was a good one, as it would enable the company to run more trains. As to running the same number of trains at all hours of the day he didn't think much of it because he said that people wouldn't change their hours for going to business or returning home. He thought that the people would ride when suited to them.

Increase in the number of cars, he said, was just what the company had inaugurated. He pointed to the fact that six-car trains were being run on the Sixth Avenue line.

"The commission has the power to enforce its orders," Supt. Smith said, "and the company will obey them."

NOVEL WARNING FOR A THIEF.

Police Say His Woman Companion Ticked Off News of Any Danger.

A man and a woman who gave their names as William Dudley and Virginia Lamson were looked up at Police Headquarters last night on a charge of grand larceny. The police say that the couple have worked together in robbing stores during the holiday rush. Their method, the police say, was for one to take the goods while the other stood a little way off and if any one was watching sent a warning by using a small piece of tin concealed in the palm of the hand as a telegraph sounder.

Dudley was arrested yesterday in a department store by the house detective. The arrest was made at the invitation of Headquarters Detective Rein, who says he has been watching Dudley for some time.

Through Dudley, the police learned of the Lamson woman, who he said had worked with him for some time past. Two weeks ago they quarreled, he said, and the woman took up with another man and was living at 136 West Fourteenth street.

The policemen went to that address and found her. They also discovered three trunks full of stuff bearing the label of several stores. When the woman saw Dudley she drew a knife from her dress and at the same time stabbed him, but was restrained. The other man was not arrested. Dudley is in his possession a bankbook of the Union Trust Company.

The three trunks were taken to Headquarters last night. They were filled with cut glass, silverware, jewelry and wearing apparel of all sorts. The police valued their contents at \$1,000.

Dudley had a large uncut diamond in his pocket. The woman was searched and four pawn tickets for nearly \$500 worth of goods were found.

She broke down and made a confession, in which she said that Dudley had lured her from her home and taught her to steal. She said that about \$1,000 worth of the contents of the trunks was taken by her while Dudley stole the balance.

CIGARS IN HER BLOOMERS.

Factory Girl Was Stealing on a Grand Scale to Pay for an Elopement.

Clara Snow, 22 years old, who has been employed as a cigar maker in J. N. Cohen's cigar factory at 176 East 127th street for several years, was arrested last night as she was leaving the store. In a curiously constructed pair of bloomers which the young woman wore, the police found 250 of the best cigars made in the city.

Proprietor Cohen said last night that he had employed private detectives to find out why the number of cigars turned out each day was so surprisingly short, in view of the stock used. Capt. McCluskey of the East 120th street police station.

Detective Boyle arrested the woman because she was carrying a box and wouldn't tell what was in it. The box contained twenty high-grade cigars. At the police station the matron discovered the bloomers and the cigars in them. The bloomers were full of little pockets, with stitching in them to protect the cigars from breaking.

The girl confessed to thefts covering a long period. She also said that she was preparing to elope with Gustav Petus, a young man, living at Dutch Kills, L. I., and that they were going to open a store to sell the cigars. The police arrested Petus late last night. He told the same story.

The police found 1,000 cigars in his house. The girl had 700 in her trunk.

Salesman Falls Dead in a Shop.

Herman O. Heinrich, a salesman in Gottle & Stern's jewelry store at Thirty-eight street and Fifth Avenue, fell yesterday afternoon while showing a watch to a customer. Heinrich lived at 121 East Sixtieth street, according to the police, was engaged to be married to a young woman of this city. He came to New York five years ago from Richmond, Va.

HOUSES DROP INTO BIG HOLE.

CAVE-IN AT OLYPHANT, PA. SWALLOWS FOUR BUILDINGS.

Half an Acre of Land Drops 100 Feet Into Eddy Creek Mine—Buildings Destroyed by Fire—Lives Saved by Warning—Miners Have to Fight Their Way Out.

SCRANTON, Pa., Jan. 2.—A mine cave-in like which was never before seen in the Lackawanna Valley occurred at about 3 o'clock this afternoon at the corner of Lackawanna and River streets in the borough of Olyphant. Four structures, one of them the O'Brien Hotel, fell fully one hundred feet into the earth so that only the tops of the roofs appeared. The O'Brien Hotel was a three-story structure and one of the largest buildings in the borough.

Flames, starting from stoves, set fire to the buildings almost as soon as the fall occurred, and the buildings were apparently gutted. The other buildings burned for some time, but the fire was smothered by the falling of earth.

The loss is complete, land, personal property, houses and everything attached to them going down. The money loss is placed at \$75,000. No lives were lost.

Nearly half an acre was embraced in the cave-in. Several buildings standing at the edge of the big hole were thought to be in danger and have been abandoned by their occupants and much of the furniture has been removed.

These structures were destroyed: O'Brien's Hotel, sometimes called the West End, leased and occupied by P. B. Scanlon owned by J. W. O'Brien. Double tenement house, adjoining hotel, owned by Mrs. John Evans.

Double tenement on the opposite side of the hotel, also owned by Mrs. Evans. One-story barber shop, occupied by George Mountford and owned by Alvin Pritchard.

The section which was destroyed was one of the busiest in Olyphant, being close to the bridge which connects that town with the borough of Blakely.

The business men and their housewives were engaged in their usual tasks. About 3 o'clock George Mountford and several men were talking with him in his shop saw the flagstones of the walk in front of one of the properties of Mrs. Evans sink into the ground. Soon rumbling was heard, and the words of Mountford were:

"Finally these reports developed into a roar and one could not help realizing that something terrible was about to happen."

The barber and his friends then alarmed the neighbors and all hurried from their houses except the Chinese laundryman, who had just finished his work and was sitting in the doorway of his shop.

"We did not have a minute to spare," said Mountford. "When we came out the earth was trembling under our feet. We ran across the street and were safe."

Mrs. Sarah Gurneum, who occupied a part of the Evans tenement, was awakened by the time she was warned the pavement in front of the hotel, the porch and parts of the Evans tenement were falling.

A driver named George Williams had tied a team in front of the hotel and was carrying a trunk down the hotel steps. He looked up and saw the house rearing and pulling at the tie straps. He dropped the trunk, ran out, untied his horses and drove away like mad. Hardly had he gotten away when the earth fell in at the place where the horses had been.

There was a great rumbling and groaning as the earth fell in. The American Guard and the astonished spectators saw a great chasm and not a vestige of the houses within sight.

Those who had courage enough to approach the edge of the big hole were able to see fully fifty feet below the tops of the roofs.

The hotel was first ablaze, then all the other buildings were set on fire. The hotel fire was the only one that lasted long. The other buildings were quickly smothered by the crumbling earth. Finally the fire in the sunken hotel sputtered and apparently went out.

By 3 o'clock, so far as could be seen, the settling had subsided.

There were all sorts of stories as to whether the mine was a coal mine or a gas mine. According to Supt. Rose of the Delaware and Hudson, in whose Eddy Creek mine the cave-in occurred, the slump grew out of an ordinary mine cave-in in a large and abandoned chamber.

There were less than a hundred men employed in the mine, and none were disturbed but for the bursting of the water main at the bottom of the mine. The mine workers had to hurry out, wading and swimming, but at no time being in actual danger. The colliery will be able to resume to-morrow, Mr. Rose said.

TRAIN WRECK ON RUTLAND R. R.

Four Killed—Occurred Near Dr. Webb's Place at Shelburne Farms.

BURLINGTON, Vt., Jan. 2.—In a head-on collision on the Rutland Railroad at Burrill's Crossing, five miles south of here, this afternoon at 5:15 o'clock, the New York City flyer, northbound, and an engine running light, crashed together. Both engines and both firemen were instantly killed and one other member of the flyer's train crew may also die. Several persons were slightly injured.

The dead are: Engineer Dennis Mahoney, Rutland; Engineer R. Cowey, Rutland; Fireman James Fitzpatrick, Rutland; and J. F. Freeman, D. M. Chase, Rutland.

The injured are: T. J. Anstey, St. Albans express messenger, injured about the head; C. T. Sheehan, brakeman, hurt about the body; John Cochran, brakeman, Rutland, injured about body and head; also internally, will probably die; A. M. Prentiss, Rutland, slight body injury.

The place of the accident was almost opposite Shelburne Farms, the home of the president of the Rutland Railroad, Dr. W. Seward Webb, and it is said that the light engine was hurrying to Shelburne to take Dr. Webb's private train with a party to New York.

The theory of the Rutland Railroad officials, as voiced by Trainmaster Cramer in the presence of Dr. Webb, is that Engineer Cowey of the light engine thought the flyer would be late, as it often is, and that he would have time to make the run from Burlington to Shelburne before it got there.

Both engines were wrecked. The baggage car was tipped on its side, but the other cars kept the track.

DEBT LIMIT UP \$140,000,000

And Tax Rate Down to \$1.12 1/2 Under New Plan—Money for Improvements.

The work of the deputies of the Tax Department in reassessing the real property of the city at its full market value has been completed. It is estimated that the total assessed valuation of the whole city will be at least \$4,700,000,000, an increase of about \$1,400,000,000. The assessed valuation in the five boroughs was more than \$3,350,000,000.

This means an increase in the city's debt incurring capacity of \$140,000,000. With this money the administration will be in a position to carry out all of the improvements it contemplates. Funds will be available for the work on the East River bridges, for the erection of a number of new schools, for the building of a rapid transit railroad on the East Side of the city and a new tunnel under the East River, and for the construction of a municipal building on the site adjoining the new Hall of Records.

Another result of the new assessment will be a large reduction in the tax rate. Commissioner Straesser said yesterday that the rate for next year would probably fall as low as \$1.12 1/2. The rate for this year was \$2.34.

When the tax books are opened a week from next Monday it will be found that the assessments on properties in the lower part of the city, especially the tall office buildings, which have in the past been assessed at less than half their real value, have been greatly increased.

Commissioner Straesser also intimated that measures are to be introduced at Albany, at the present session of the Legislature, which will facilitate the collection of taxes on personal property. These measures, he thinks, will so increase the revenue from that form of taxation as to bring the rate down to as low a figure as 75 cents.

UNION MAN LEAVES MILITIA.

Says He Must Stand by Labor Organization and Not the Guard.

NEW HAVEN, Conn., Jan. 2.—Robert L. Walker, Jr., first lieutenant of the Light Guard, at the meeting of the company last night handed in his resignation, telling his fellow militiamen that he had just joined the Car Builders' Union, being employed in the railroad shops of the New Haven road.

Lieut. Walker said that membership in the militia was inconsistent with his duty as a member of the American Federation and he had decided to resign.

Walker is a popular member of the company, having been connected with the Connecticut National Guard since 1893. His resignation was a surprise. His comrades gathered around him and urged him to reconsider his action.

Walker said that in case of a strike he might be forced to take arms against his fellow laborers. He said he must stand by the labor organization and quit the militia. Walker's father, an ex-member of the company, who was also present, told his son that his views were entirely wrong and that the militia did not stand for corporations any more than for unions.

He told his son that the National Guard was a neutral element in such instances. Walker insisted upon his resignation going through, and it has been forwarded to the military authorities at Hartford.

TO SECURE PRINCESS'S CHILD.

Court of Saxony Takes Precautions to Prevent Substitution.

DRESDEN, Jan. 2.—It is stated that the Saxony court is resolved to obtain possession of the coming child of the Crown Princess, who recently abandoned her husband for M. Girou, a doctor of languages, and to rear it as a member of the royal house. A detective has been employed to frustrate any possible attempt at substitution.

BRET HARTE'S ESTATE SMALL.

Value Fixed at \$1,000 in Administration Proceedings.

SPECIAL CABLE DISPATCH TO THE SUN. LONDON, Jan. 2.—Letters of administration on the estate of Bret Harte, the American author, who died in May last, have been granted to his son, Francis, the widow having announced the administration. The value of the estate caused surprise, it being placed at only £260 6 shillings 9 pence.

FELL DEAD AT A REVIVAL.

Girl Overcome at Religious Service of the Holy Ghosts.

NORTH ATTLEBORO, Mass., Jan. 2.—The Holy Ghosts or Holiness Advocates have been holding a revival here for ten days and have caused great excitement. Yesterday Maud Reed, 21 years old, was overcome during the exercises that she dropped dead in the hall.

Miss Reed had been living with her father on East street in North Attleboro. She had been a constant attendant at the revivals, and Wednesday night remained with the revivalists. During an enthusiastic religious service in the afternoon the congregation, a large one, was requested to sing an offering of tongues.

Maud Reed arose with the rest, but remained standing only a few seconds. She gasped a few times and then became motionless. At the night services there was so much turbulence that the police cleared the hall. The revivalists left town to-day for Putnam, Conn.

MINISTER SELL WHISKEY?

Dragged From Pulpit by a U. S. Marshal After Converting 12.

LOUISVILLE, Ky., Jan. 2.—Dragged from the pulpit and placed under arrest was what befell the Rev. W. R. Cassada, a mountain evangelist, at Mount Zion Baptist Church, near Somerset, to-day.

Deputy United States Marshal J. A. Coleman went to the church with a warrant, charging Cassada with selling whiskey without a license.

Tapping the minister on the shoulder the officer demanded him to surrender, just as the preacher was announcing the hymn, "Nearer, My God, to Thee."

At the time of the minister's arrest there were nine persons at the altar. Thirteen had just been converted.

A BODY IN NIAGARA'S CURRENT.

Three Men Who Saw Disagree as to Whether It Was That of a Man or a Woman.

NIAGARA FALLS, N. Y., Jan. 2.—This afternoon Charles C. Van Valkenburg, Jr., of Ann Arbor, Mich., and two other men were viewing the Falls from Luna Island, when suddenly a human body came rolling down on the rapid current sweeping toward the Falls between Luna and Goat islands.

So suddenly did the body come in front of them and so quickly rush by on the current that opinions differed as to whether it was the body of a man or a woman. It was swept over the falls.

Cornelius Vanderbilt Out of the Woods.

Dr. Austin Flint, Jr., announced late yesterday afternoon, when he left the home of Cornelius Vanderbilt, that his patient was out of danger. He calls only once a day and one of the three nurses has left the case.

The cure for the cure is expected to-morrow.

When the Cornucopia Travels.

he wants speed, safety, comfort and convenience. These are provided by the Pennsylvania Special, the 30-hour flyer to Chicago.—Adt.

PLAN TO HONOR ROOSEVELT.

EUROPEAN TRIBUTE TO HIS WORK FOR ARBITRATION.

Movement Starts in France—Piece of Sculpture as a Present in Recognition of His Services at "One of the Most Critical Moments in History."

SPECIAL CABLE DISPATCH TO THE SUN. PARIS, Jan. 2.—It is stated that a movement is afoot to give President Roosevelt a work of art in recognition of his services in the cause of international arbitration at one of the most critical moments in its history. It is understood that subscriptions will be privately raised among Europeans who are in favor of peace.

It is proposed that the execution of the work be entrusted to a prominent French sculptor. An alternative proposition is that the sculptors of all the nations represented at The Hague Peace Conference be invited to submit designs.

SUBIG BAY SHOWN TO BE SAFE.

Naval Manoeuvres by the Fleet at the Philippines.

SPECIAL CABLE DISPATCH TO THE SUN. MANILA, Jan. 2.—The naval manoeuvres of the fleet under Rear Admiral Evans in Subig Bay have proved very instructive and show that a hostile fleet could not enter the harbor.

The 200 marines who were detached from the ships and landed at Grand Island, where they laid 400 yards of track and threw up entrenchments and batteries, frustrated the majority of attempts to run the mine fields by small boats carrying counter mines. These boats acted as if an enemy's ships were attempting to invade the country and pass the mine fields, but the marines exposed them by searchlight.

A small boat from the captured Spanish cruiser, Don Juan de Austria, disguised with bushes, under command of Ensign Babcock, crept along toward shore, but was upset by the current. Ensign Babcock, however, with two of the crew, swam a mile and a half to the shore through water infested by sharks and succeeded in carrying five counter mine launchers and attaching them to the mines without being discovered.

Rear Admiral Evans has congratulated the marines on their good work. The fleet will return to Manila Bay on Monday for target practice. There will be a novelty on this occasion. A dummy submarine boat has been constructed and the mines will be exposed to the fleet. During the exposure the fleet will use its quick-firing guns in an endeavor to destroy the submarine boat.

TO SECURE PRINCESS'S CHILD.

Court of Saxony Takes Precautions to Prevent Substitution.

DRESDEN, Jan. 2.—It is stated that the Saxony court is resolved to obtain possession of the coming child of the Crown Princess, who recently abandoned her husband for M. Girou, a doctor of languages, and to rear it as a member of the royal house. A detective has been employed to frustrate any possible attempt at substitution.

BRET HARTE'S ESTATE SMALL.

Value Fixed at \$1,000 in Administration Proceedings.

SPECIAL CABLE DISPATCH TO THE SUN. LONDON, Jan. 2.—Letters of administration on the estate of Bret Harte, the American author, who died in May last, have been granted to his son, Francis, the widow having announced the administration. The value of the estate caused surprise, it being placed at only £260 6 shillings 9 pence.

FELL DEAD AT A REVIVAL.

Girl Overcome at Religious Service of the Holy Ghosts.

NORTH ATTLEBORO, Mass., Jan. 2.—The Holy Ghosts or Holiness Advocates have been holding a revival here for ten days and have caused great excitement. Yesterday Maud Reed, 21 years old, was overcome during the exercises that she dropped dead in the hall.

Miss Reed had been living with her father on East street in North Attleboro. She had been a constant attendant at the revivals, and Wednesday night remained with the revivalists. During an enthusiastic religious service in the afternoon the congregation, a large one, was requested to sing an offering of tongues.

Maud Reed arose with the rest, but remained standing only a few seconds. She gasped a few times and then became motionless. At the night services there was so much turbulence that the police cleared the hall. The revivalists left town to-day for Putnam, Conn.

MINISTER SELL WHISKEY?

Dragged From Pulpit by a U. S. Marshal After Converting 12.

LOUISVILLE, Ky., Jan. 2.—Dragged from the pulpit and placed under arrest was what befell the Rev. W. R. Cassada, a mountain evangelist, at Mount Zion Baptist Church, near Somerset, to-day.

Deputy United States Marshal J. A. Coleman went to the church with a warrant, charging Cassada with selling whiskey without a license.

Tapping the minister on the shoulder the officer demanded him to surrender, just as the preacher was announcing the hymn, "Nearer, My God, to Thee."

At the time of the minister's arrest there were nine persons at the altar. Thirteen had just been converted.

A BODY IN NIAGARA'S CURRENT.

Three Men Who Saw Disagree as to Whether It Was That of a Man or a Woman.

NIAGARA FALLS, N. Y., Jan. 2.—This afternoon Charles C. Van Valkenburg, Jr., of Ann Arbor, Mich., and two other men were viewing the Falls from Luna Island, when suddenly a human body came rolling down on the rapid current sweeping toward the Falls between Luna and Goat islands.

So suddenly did the body come in front of them and so quickly rush by on the current that opinions differed as to whether it was the body of a man or a woman. It was swept over the falls.